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Preliminary Engineering Estimate for Phase 1 Released

DRPT Releases \$1.8 Billion Dulles Corridor Metrorail Project Cost Estimate as Part of Federal Review Process

Vienna, Va., August 10, 2005 – The Virginia Department of Rail and Public Transportation (DRPT) on August 15, 2005, will submit its annual New Starts program update to the Federal Transit Administration (FTA). The update includes a revised capital cost estimate of \$1.8 billion for the first phase of the Dulles Corridor Metrorail Project. The first phase of the project extends Metrorail from the East Falls Church Metrorail station to Wiehle Avenue near Reston.

This figure is \$600 million below the top of the range of estimates submitted to the state in June by Dulles Transit Partners, LLC. Dulles Transit Partners is currently performing preliminary engineering support to the Commonwealth under Virginia's Public Private Transportation Act.

As a result of aggressive efforts to find possible cost savings, the revised plan maintains all of the service and operations described in the approved environmental impact statement.

"The route is the same, the stations are in the same locations and it serves the exact same business and residential customers," said Sam Carnaggio, DRPT project director. "Our goal was to reduce the costs, not the service."

Since the first range of estimates came in earlier this summer, DRPT has been working with Dulles Transit Partners, the Washington Metropolitan Area Transit Authority, the Metropolitan Washington Airports Authority, Loudoun and Fairfax counties, the Town of Herndon and the Virginia Department of Transportation to analyze the design and the cost drivers. In addition, DRPT brought in an independent engineering consultant, to review and evaluate the project cost estimate.

Reducing the depth and length of a tunnel through the highest point in Tysons Corner and moving the Tysons Central 7 station from underground to the surface will save almost \$200 million. Another \$100 million will be saved by redesigning the elevated support structures for the aerial portions of the track along Routes 7 and 123. These savings result from using simpler, more commonly-used structural beams and columns as well as anticipated lower labor costs associated with the construction of these structures.

(more)

Cost Estimate

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Other cost savings in this revised plan include the following:

- The development of a more cost effective approach to providing primary and back-up electricity to the extension
- A slight shift of the Tysons East Station platform to the west to allow for more economical support pier placement due to the location of the station near a stream.
- Modifications to the Tysons Central 123 station between Tysons Corner Center and Tysons Galleria. The current plan relocates the mezzanine from above the platform to ground level. "This layout will be similar to the King Street and Braddock Road stations on the Blue and Yellow lines," Carnaggio said.

Additional cost savings include a decision by the Metropolitan Washington Airports Authority to allow soil from the construction sites to be taken to airport-owned land at Dulles International Airport.

The current estimate represents a 20 percent increase over the \$1.5 billion estimated in the environmental impact statement. The increase is based on several factors, such as significant increases in the cost of right of way, labor, materials and fuel.

"We are not done looking at ways to reduce costs," Carnaggio said. "We still have a lot of design to complete and I have challenged the entire team to look for better and more economical ways to build this project."

About the Dulles Corridor Metrorail Project

The Dulles Corridor Metrorail Project is a partnership led by the Virginia Department of Rail and Public Transportation. Project partners include the Federal Transit Administration, Federal Aviation Administration, Washington Metropolitan Area Transit Authority, Metropolitan Washington Airports Authority, Fairfax County, Town of Herndon, Loudoun County, Virginia Department of Transportation and Dulles Transit Partners, LLC.

The project will provide seamless access to the regional Metrorail system with a one-seat ride to Arlington County and downtown Washington, D.C. With the equivalent peak capacity of four highway lanes on the Dulles Toll road, the Dulles Corridor Metrorail Project will play a key role in helping to manage the growth of congestion for drivers and transit riders alike.

For additional information, visit www.dullesmetro.com.

About DRPT

The Virginia Department of Rail and Public Transportation facilitates the movement of people and goods throughout Virginia. Through rail, public transportation and commuter services, DRPT focuses on congestion relief, economic development and mobility. DRPT's mission is to plan, establish, maintain, improve and promote public transportation services, passenger rail and freight rail transportation systems and transportation demand management strategies that provide efficient mobility and transportation choices to the citizens and businesses of the Commonwealth. For more information, visit www.drpt.virginia.gov.

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